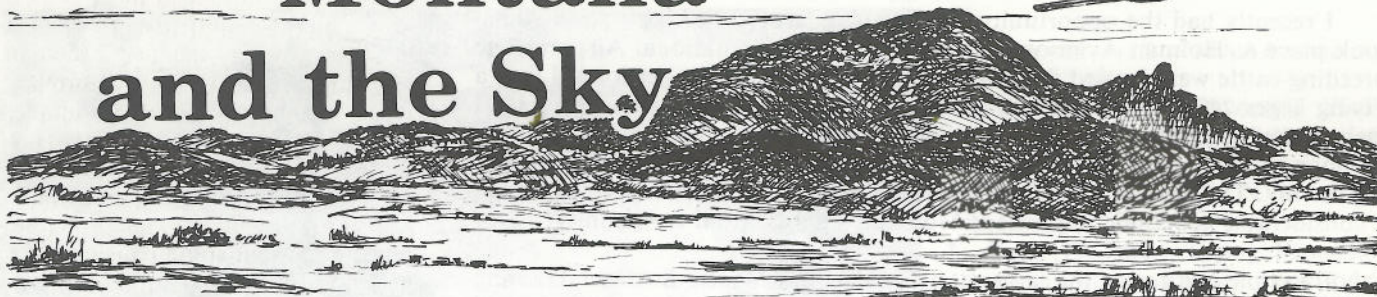


Montana and the Sky



Vol. 34, No. 4

MONTANA AERONAUTICS DIVISION

April 1983

FAA Approves AOPA Ultralight Programs

The Federal Aviation Administration has granted interim approval of the ultralight pilot competency and vehicle registration programs developed by the AOPA Air Safety Foundation.

This is the first officially recognized program in the self-regulation of ultralight flying as directed in the preamble of Part 103 of the Federal Aviation Regulations.

Archie Trammell, executive vice president of the AOPA Air Safety Foundation, says the organization has more than 30 ultralight pilot examiner seminars scheduled and will have more than 400 examiners prepared to register pilots and owners of the vehicles.

Detailed plans of the safety regulations were submitted to the FAA March 8. The interim letter of approval was granted two days later approving immediate implementation.

Although the FAA has not officially established guidelines for ultralight pilot competency, the programs being conducted by the AOPA ASF meet the ones presently proposed.

There are three areas of self-regulation addressed in the Federal Aviation Regulations: pilot competency, vehicle registration, and vehicle airworthiness. The AOPA ASF current programs deal with only the first two.

FAA's approval on these two says: "Pilot competency. The FAA will recognize, as proof of achievement of

a national standard of competency, documents issued under the ASF's ultralight pilot competency program.

"Vehicle Registration. The FAA will recognize, on a national basis, registration numbers and vehicle marking requirements issued under the ASF's ultralight vehicle registration program."

John L. Baker, president of AOPA and the Foundation, said the FAA approval is "a major development in achieving a level of safety through self-regulation of the sport."

The registration programs, in brief, call for ultralight examiners to administer oral and written quizzes about aviation regulations and flight operations, and to observe pilot applicants safely operating the vehicles.

"With this program," Baker says, "there now will be standardization in ultralight activities which will ease pressures on state aeronautics divisions and which will give a basis for insurance companies to cover the sport's activities."

The FAA's recognized ultralight pilot registration will be valid for two years and costs \$5. The FAA recognized ultralight aircraft registration fee is \$15.

Trammell says a special safety journal will be edited for registered ultralight pilots and vehicle owners. "Through this we will be able to provide significant safety information to the ultralight community which is not available in any other way."

Registration programs of the AOPA ASF are under the direction of John Ballantyne. He says there are now five ultralight experts scheduling and conducting the examiner seminars.

NOTE: under a new law just passed by the Montana legislature (SB 212) ultralight pilots and aircraft must meet the same Montana state registration requirements as any other pilot and aircraft - \$1 and \$5 respectively.

GA Safety Record Improves

The National Transportation Safety Board recently confirmed a 40 percent improvement in the general aviation safety record since 1972. Compared to ten years earlier, the fatal accident rate has plunged from 2.52 to 1.59 per 100,000 flight hours.

General aviation (all flying except for major scheduled airlines and the military) comprises some 215,000 aircraft, 98 percent of all aircraft in the U.S. General aviation aircraft fly some 40 million hours per year, or six times the flight hours of the airlines, while making an estimated 150 million takeoffs and landings annually. Three-quarters of a million Americans hold pilot licenses.

Administrator's Column

I recently had the opportunity to witness a cattle export operation which took place at Holman Aviation on the Great Falls International Airport. The breeding cattle were loaded from trucks onto pallets and further loaded into a Flying Tiger 747 for shipment to Korea. Great Falls area cattle buyers Lloyd Debruycker and Don McGillis provided the cattle for export and Homer Holman of Holman Aviation provided the loading equipment as well as servicing the 747. This kind of operation provides a boost to aviation as well as having a considerable economic impact for Montana's agricultural community.

* * * *

I was pleased to see the large attendance at our Winter Survival Training Clinic held February 25, 26, and 27. The Clinic was taught by renowned survival training experts Skip Stoffel and Rick LaValla, authors of the book *Survival Sense for Pilots*. The classroom portion was conducted at the Helena Vo-Tech Center and the field exercise took place at a timbered site near the Lincoln airport. Snow conditions were near perfect for cutting blocks to construct snow shelters such as the fighter trenches and igloos. We had placed an aircraft fuselage and wing at the site to simulate a forced landing, and a great deal of instruction was given on using these resources for survival. The participants slept in the aircraft and the shelters they had constructed. The instructors evaluated and graded each shelter the following morning. Most of the participants spent a reasonably comfortable night. I'm confident that everyone learned a great deal and is much better prepared if ever faced with a survival situation. The minimal cost and success of this program has convinced us that we should plan on offering it on an annual basis. (Photos on pages 4, 5, and 6.)

* * * *

LEGISLATIVE UPDATE:

HB 341 - Changing the collection procedures of fuel taxes — Killed in Committee.

HB 479 - Air ambulance bill - Passed the House with amendments - Killed in the Senate.

HB 511 - Portion of increase in cigarette tax to be used for airport improvement - Bill survives but portion relating to airport improvement has been amended out.

HB 573 - Aviation fuel tax - Passed the House - Now in Senate Taxation Committee - Hearing April 13.

HB 636 - Flight plans - Passed the House and Senate - Awaiting Governor's signature.

HB 686 - Transfer postsecondary schools to Higher Education - Would affect flight schools - Unofficially killed in Committee.

HB 776 - Reinstatement of Aeronautics Board - Passed House — Amended in Senate and then passed - Returned to House with amendments - Conference Committee appointed.

HB 802 - Control of pesticides - Passed House and Senate - Returned to house with amendments - Awaiting House action.

HB 820 - To set up an account to receive proceeds of long-range building program bonds for airport improvements - Passed the House - Senate Long-Range Building Committee.

SB 119 - Reinstatement of Aeronautics Board - Tabled in Senate Committee - Unofficially killed.

SB 212 - Registration of ultralights and ultralight pilots - Passed Senate and House - Signed into law by the Governor.

SB 238 - Control of pesticides - Killed in Committee.

SB 336 - Revising aerial hunting laws - Passed the Senate and House - Returned to Senate with amendments.

SB 408 - Aircraft licensing in lieu of taxes - Motion in second reading on Senate floor that it be indefinitely postponed - Unofficially killed.



Montana and the Sky
USPS 359 860
DEPARTMENT OF COMMERCE
Ted Schwinden, Governor
Gary Buchanan, Director

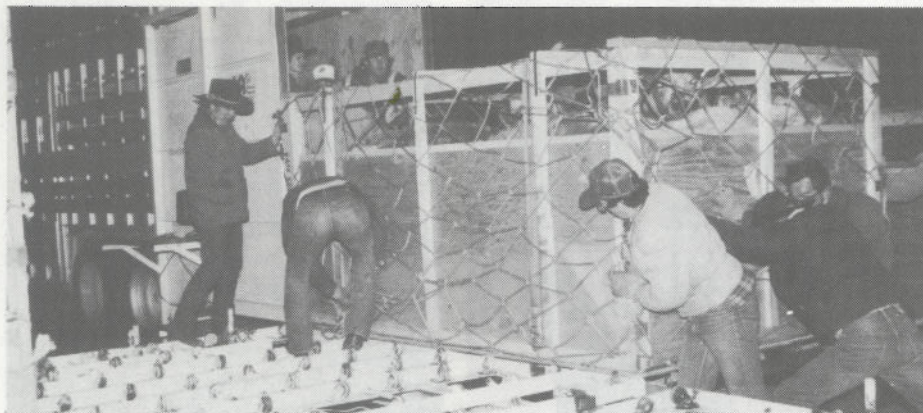
Official Monthly Publication
of the
AERONAUTICS DIVISION
Phone 449-2506
Box 5178
Helena, Montana 59604
Michael D. Ferguson
Administrator

AERONAUTICS BOARD
Herb Sammons, Chairman
Maurice Sandmeyer, Vice Chairman
James McLean, Secretary
Robert N. Miller, Member
C. R. Ugrin, Member
Terry D. Marshall, Member
Myron K. Strand, Member

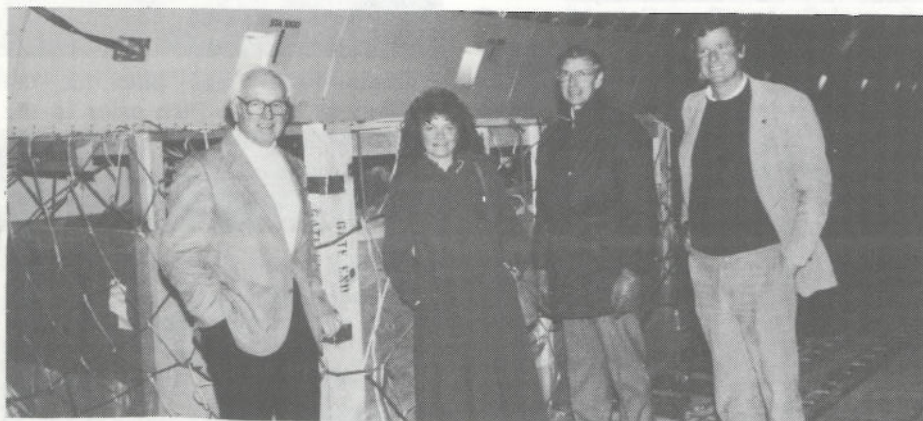
MONTANA AND THE SKY is
published monthly in the interest of
aviation in the State of Montana.
Second-Class postage paid at
Helena, Montana 59604
Subscription \$2.00 per year
Editor: Martha E. Kurtz



Cattle Loading in Great Falls



Workmen load crates of cattle onto a lift for transfer to the cargo plane for the trip to Korea.



Sen. Pat Goodover, Rep. Andy Hemstad, Lt. Gov. George Turman, and Gary Buchanan, director of the Dept. of Commerce, pose beside a cattle crate inside the plane.



Watching cattle being loaded were (from left) Homer Holman of Holman Aviation in Great Falls; Mike Ferguson, Aeronautics Division; Sen. Pat Goodover, Great Falls; Joe Atwood, manager of the Great Falls Airport; Rep. Andy Hemstad, Great Falls; Lt. Gov. George Turman, and Ray Curtis, Billings.

CALENDAR

May 14 - 15 - MAAA meeting, Laurel/ Billings.

May 27 - 29 - Wyoming Flying Farmers Convention, Holiday Inn, Sheridan, Wyo.

June 3 - 5 - MPA Convention, Bozeman.

June 19 - 24 - Flying Physicians Association, Jackson Lake Lodge, Grand Tetons.

June 25 - Flying Farmers Queen's Fly-In, Carol & Jerry Fachner's, Wolf Point.

July 8 - Flying Farmers President's Fly-In, Opheim.

July 10 - Aviation Day/Open House, Missoula.

July 22 - 24 - Schafer Meadows Fly-In.

Aug. 5 - 7 - Antique Fly-In.

Aug. 13 - Helena Air Show.

Aug. 25 - Bozeman Air Show.

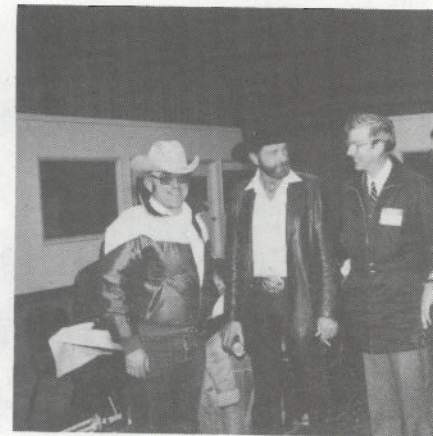
Sept. 23 - 25 - Mountain Search Pilot Clinic, Kalispell.

Oct. 1 - Jackpot Air Race.

Oct. 7 - 8 - Flying Farmers Convention, Ramada Inn, Billings.

Oct. 19 - 22 - AOPA Convention and Industry Exhibit, Albuquerque, N.M.

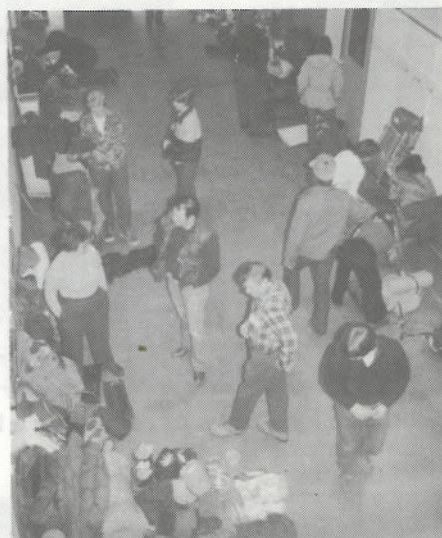
(Note changes in dates for Fly-In at Schafer Meadows and Antique Fly-In.)



Lt. Gov. George Turman visits with Lloyd DeBruycker (left) and Don McGillis (center) who provided the cattle for export.

MONTANA PILOTS LEARN ABOUT WINTER SURVIVAL

February 25 - 27



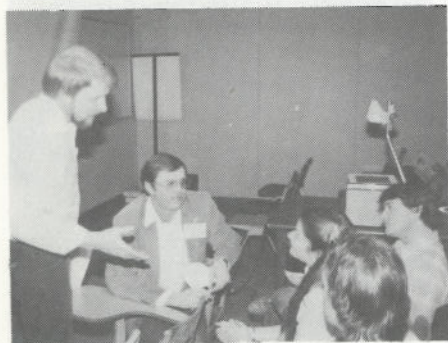
Camping gear was piled in the hallway at the Vo-Tech prior to the Saturday departure for Lincoln.



Classroom sessions were held at the Helena Vo-Tech on Friday evening and Saturday morning.



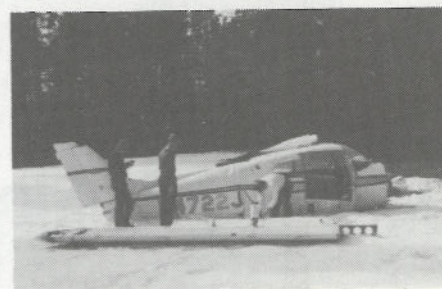
Pat Johnson, Bill Pratt, and Bill Potts wait to have their gear checked by Stoffel and LaValla.



Skip Stoffel (left) and Mike Ferguson visit with Brenda Spivey and Mart Cox during the classroom session on Friday evening.



Rick LaValla of the Emergency Preparedness Institute makes a point during a classroom session.



Ken Wilhelm, John Bebich, and Clayton Wilhelm "won" the draw and used the downed plane for shelter and survival.



Rick LaValla checks the gear and provisions of Brenda Spivey and Scott Wilson to be sure they didn't leave out something essential.



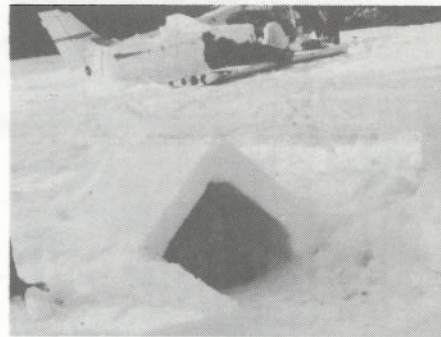
The state van provided transportation to Lincoln for some of the participants. Standing (left to right) are: Tom Lehman, Will Mavis, Rick LaValla, Bill Roper, Mart Cox, Brenda Spivey, Scott Wilson, Mary Anderson, and Tom Lovas. Kneeling in front are: Mike Ferguson, Skip Stoffel, Tom Rettberg, safety officer from Utah Aeronautics, Judy Nauman, FAA, and Fred Hasskamp.



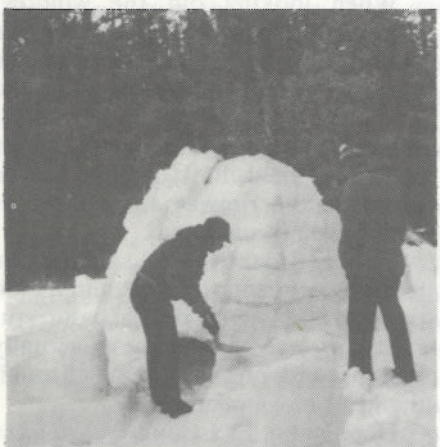
Skip Stoffel and Ron Dent peer from top of nearly completed igloo.



The fuselage of the airplane was used to give support to a shelter made from snow blocks.



Brenda Spivey peeks from her "fighter trench" shelter built from snow blocks.

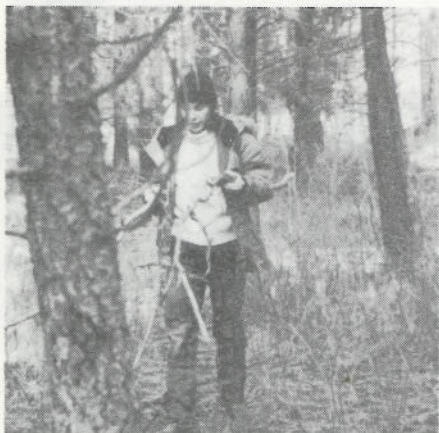


Finishing touches are put on an igloo made of snow blocks.



Jim Hasskamp, Colin Burrows, and Tim Berry created a snow shelter with a fancy name. Here it is inspected by other members of the survival group.

More Winter Survival . . .



Judy Nauman, public affairs officer with the FAA Northwest Region, gathers branches for building her shelter.



Bill Roper and Tom Rettberg (back to camera) place branches which will form support for the roof of their shelter.



Tom Rettberg, Patty Mitchell, Bill Roper, and Judy Nauman pose in front of their completed shelter.

Mechanic Receives Scholarship

The Montana Aeronautics Division has awarded a \$250 aircraft mechanics scholarship to Clay Schledewitz of Townsend. The scholarship is to be used for the purchase of mechanics tools.

This award goes to the person graduating from the Helena Vo-Tech as an A and P mechanic who has attained the highest grade point average in his class and has the recommendation of the Aviation Maintenance staff. Congratulations, Clay, for a job well done!



Mike Ferguson presents Certificate of Achievement to Clay Schledewitz of Townsend in recognition of his selection for the \$250 Aircraft Mechanics Scholarship.

1983 AIRPORT DIRECTORY CHANGES

The following changes should be made in your 1983 Airport Directory: BAKER — phone number for Baker Air Service is 778-3508.

BIG SANDY — phone number for Turner Aviation is 378-2534.

DILLON — FBO is Dillon Flying Service, phone 683-5242.

EUREKA — delete the crosswind strip. Runway 14/32 is 4,200' x 50'.

FORSYTH — runway 8 is the designated calm wind runway.

LOOK OUT!

By: Patty Mitchell, Supervisor Aviation Safety and Compliance

A near miss with another aircraft can ruin your whole day. Do you wonder why it is not called a near hit? Any way you think of it, trying to occupy the same airspace with another aircraft at the same time is very frightening.

Most pilots who have flown many hours, especially in traffic patterns with students or in high density traffic airports, have had a near miss or at least a close encounter of the worst kind.

In areas of heavy traffic and radar control with a mixture of helicopters, small aircraft, high speed jet aircraft, ultralights, and hot air balloons, trying to spot the traffic at 6 o'clock, 3 o'clock, 1 o'clock through haze or in bright sunlight is especially difficult. Just when you see the 1 o'clock traffic, you may lose the others. Do not give up. You must keep at attention because the aircraft close to you may not be the one that was observed on the radar scope.

So much for radar and high traffic areas. What about the major portion of Montana where two airplanes in motion at the same airport is an unusual occurrence? I have observed during biennial check rides that some Montana pilots do not look during turns, climb out and generally do not expect to see an airplane when they look out the window.

When looking out the window, search a small section of airspace at a time. Look in the direction of the turn and behind you. Look above you and below you while in the turn. When cleared for takeoff at a tower controlled field, look on final before you take the runway to see who is about to land on you.

Flight instructors should be teaching students to constantly look out the windows. Look at your student's eyes to see that he is actually looking and not just going through the head movements.

Here in Big Sky Country, we have plenty of airspace to enjoy without conflict of traffic; but we all must constantly be watching.

A Touch of Class . . .

**By: Bob Craig, President,
Sunbird Aviation,
Bozeman, Montana**

Bozeman, Montana, is one of those really delightful places left to live. One of the many things that Bozeman has an abundance of is air transportation.

One thing that Bozeman doesn't have is a control tower. We have managed to sort of keep everything pointed the same direction by doing a lot of coordination between pilots on the local radio frequency. This often doesn't sit real well with the airline pilots. As a matter of fact, there are only two airports on Northwest Orient's entire route structure worldwide that don't have control towers and they are both in Montana - Bozeman and Butte.

The local FBO, Sunbird Aviation, Inc. had recently acquired an older, no-radio Super Cub as a tow plane for its glider school. On this particular day in November, Henry Bahn, a middle-aged college professor, decided that since the weather was clear - even though there was fresh snow and it was cold - it would be a nice day to improve his proficiency in the Cub.

Since it was cold, the battery in the Cub was a little anemic and it required some assistance and a jumper cable to get started. Once started, however, everything was fine; and Henry taxied to the run-up area at the end of the runway. Remember, this is a no-radio aircraft so a lot of looking out the windows is going on. Let's face it - there is not a lot else to do in a Super Cub.

Henry observed that the ground crew at the terminal was in the closing process on a Northwest Airlines 727, but he would be long gone before the trimotor was ready to roll. He taxied into the run-up position and completed his take off check list and noted the 727 coming up the taxi behind him. He was ready, so he taxied onto the runway and lined up on the center stripe. Since it was very cold and the air was very dense, he

thought that it might be a good idea to lean it out a little so he started to pull out on the mixture control just a little - and the engine quit.

Northwest was now hanging its nose over the end of the runway not far behind Henry's right shoulder; and when your engine has stopped, a big jet in close proximity can be very loud. It can be particularly annoying if you are a slightly built, grey headed, bespectacled college professor and your aircraft has a very weak battery.

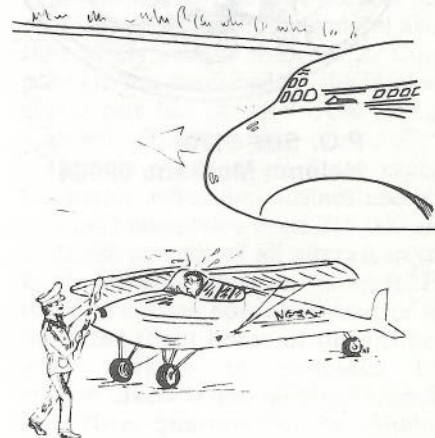
Try as he might, the prop would not turn over, and Henry was beginning to panic. Let us imagine that the conversation in the Northwest cockpit at that moment was probably not too charitable to Bozeman and Super Cubs, this one in particular. The cockpit crew was Captain Burt Novak, 1st Officer W. L. Ball, and Flight Engineer N. H. Duncan. They all knew that unless that Cub got out of the way, they could not start their take off and a long delay might result. That meant inconvenience to a lot of passengers and, not least of all, the consumption of a lot of very expensive jet fuel. The Northwest crew was trying to communicate with the Cub and at the same time talk to the FSS to make everyone aware of the problem. Henry, not having a radio, was not party to the communication. He was, however, aware of the problem.

Henry decided that he had to get the airplane off the runway, and since a Cub is quite light, he would just pull it out of the way. He got out and picked up the tail and moved it to the edge of the runway. Alas, the airport snow plows had managed to create a two-foot berm that he could not get over. He was stopped and still in the way. He turned the airplane again toward the take-off direction, got in and tried the starter again. The prop would just start to move and stop, the battery was almost useless. The 727 was still howling behind him, the engine wouldn't start, and he couldn't tell anyone about his problem. Henry was near a collapse.

All of a sudden, he heard someone knocking on his right window. He turned to see the uniform of a Northwest flight officer (we never learned which one, although we suspect that it must have been the Captain, Mr. Novak). He obviously knew something of Super Cubs. He instructed Henry to turn on the mags, richen the mixture, crack the throttle, and calmly walked around to the propeller to hand prop the airplane. The third time through, the engine came to life and Henry was back in business.

The Northwest flight officer walked back across the runway, under the screaming giant of an aircraft, up the rear stairs that had been lowered, raised the stairs, walked up the aisle to the cockpit, and resumed his normal position of authority. Henry added the throttle, took off, quickly made a left turn to get out of the way, and watched the 727 roll down the runway and gracefully lift into the air. Henry returned to the runway, landed, taxied in to Sunbird and allowed that he didn't really think he wanted to fly any more that day.

Captain Novak and his crew experienced a small delay, but their compassion, understanding, and skill contributed to a happy ending of a situation that will be an amusing memory for all of us. Our hats off to the Northwest crew!



CONGRATULATIONS!

FAA Certificates Issued Recently to Pilots

PRIVATE

LaVern SchillingerCircle
Robert StephensMissoula
Robert ColeButte
Larry BrewerButte
Nicholas ThiessenAnaconda
Earl SkogleyBozeman
John BebichHelena
Richard HorswillBozeman
Lee Van DykeManhattan
James GreenfieldDeer Lodge
Gordon LaridonMissoula
LaVerne WatsonCut Bank
Gary DoblerEast Helena
Scott MacDonaldGreat Falls
Steven ColbyGreat Falls
Gerald HarrisonLewistown

Earl SibleyNashua
William SpevacekGeraldine
Thomas HartmannColstrip
Steven TremblayDodson
Alan MilksMalta
Patrick PharesBillings
Timothy JeffersBillings
George CremerMelville

COMMERCIAL

Mark FremontWilsall
Stephen LongHelena
Gerald HarrisonLewistown
Thomas KetchumMiles City

INSTRUMENT

William RayMissoula
William WatkinsMissoula
Dominique BergnonGreat Falls
Richard AndersonBillings

MULTI-ENGINE

William OstermillerLaurel

ATP

Laurel LichtenbergHelena

Keith GjestsonHelena
Philip SoliBillings

INSTRUCTOR

Will WillbanksGreat Falls
(Instrument - Ground)
Delbert SchwadererStevensville
Brian SchwendRosebud
Dixon HitchMalta

WINGS

Phase II:

R. W. FergusonBig Timber
Sidney WhittMissoula
Dale SanfordLaurel

Phase III:

James PhairBillings

2,500 copies of this public document were published at an estimated cost of \$.24 per copy, for a total cost of \$598.55, which included \$459.55 for printing and \$139.00 for distribution.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



P.O. Box 5178
Helena, Montana 59604

April 1983

Second-Class
Postage Paid at
Helena, MT 59604